

Summary of Tysons Corner Coordinating Committee Meeting  
November 7, 2005 7:00 PM  
Dulles Corridor Metrorail Project Office, 1595 Spring Hill Road

- I. Call to Order: The committee gathered at 7 PM on the 6<sup>th</sup> Floor of the Dulles Corridor Metrorail Project Office to view a large model of Tysons Corner. The model showed existing development within Tysons Corner as well as the planned rail line and the four transit stations. After viewing the model on the 6<sup>th</sup> floor, the committee continued the meeting in the auditorium on the 1<sup>st</sup> floor. Discussion of the October 24<sup>th</sup> meeting summary was deferred to the next meeting.
- II. Dulles Corridor Metrorail Project Status: Sam Carnaggio, DRPT Dulles Rail Project Director, presented an overview of the metrorail project status and station design, as well as the project schedule, which indicates preliminary engineering will be completed in January, 2006. Construction will begin in December, 2006 and result in rail passenger service through Tysons Corner by 2011. [See the PowerPoint Presentation on the Dulles Corridor Metrorail Project Status.](#)

After the presentation, the committee discussed how connectivity to each of the four transit stations is a critical issue to be addressed during their study of Tysons Corner. In addition, the committee asked about the project cost and when project renderings will be available to the public. Mr. Carnaggio indicated that the current project cost estimate is 1.84 billion dollars; however, cost is a difficult issue for the project team, which operates under a Zero Base Budget. It was further mentioned that a public meeting will be held on December 8, 2005 at which the general public will be provided a project update and see renderings of the rail alignment and transit stations.

- III. Northern Virginia Transportation Authority's Public Opinion Survey: Tom Biesiadny, Fairfax County Department of Transportation, presented their results of a public opinion survey. The survey was performed between April, 2005 and May, 2005 and it provides public opinion on road and transit project priorities in Northern Virginia's 8 major transportation corridors. In the Dulles corridor, the survey indicated that the rail project is the highest priority project. [See the PowerPoint presentation on Public Opinion about Transportation Issues in Northern Virginia.](#)
- IV. GIS Maps of Existing and Planned Building Height Concepts in Tysons Corner: Staff interpreted existing and planned building heights in Tysons Corner and produced several 3D GIS illustrations, which generally showed that tall buildings are planned in the Tysons Corner core and around the future transit stations and building transitions to two and three story buildings at the edges of Tysons Corner. Staff indicated that additional work is needed and 2D maps will also be provided showing the same information for existing development and planned building heights.
- V. Breaking the Code - 12 Code Obstacles to Smart Growth: Jeffrey Tumlin, with at Nelson/Nygaard Consulting Services, presented an overview of 12 code obstacles to smart growth and focused on 4 obstacles, which include: 1) Parking and Traffic Codes, 2)

Zoning and Subdivision Codes, 3) Road Design Codes, and 4) Street Typologies and Transportation Performance Measures. He also provided examples of where trip reduction strategies for smart growth are being utilized on the West Coast. He indicated that smart growth should focus on: 1) limiting traffic rather than development, 2) managing parking demand, 3) designing parking well, 4) designing streets with pedestrians as the highest priority, 5) integrating street grids and 6) using market incentives such as impact fees and parking pricing. [See the PowerPoint presentation on Breaking the Code - 12 Code Obstacles to Smart Growth.](#)

After the presentation, the committee was concerned about: 1) what other communities have implemented parking maximums in their codes, 2) how to determine what should be the maximum level of parking in an area, 3) how effective a Tysons Corner shuttle system to and from transit stations could be, 4) how to influence change in VDOT road standards, and 5) how to create a street grid. Mr. Tumlin provided examples from the West Coast that addressed some of these concerns and he stated that an in depth parking study of Tysons Corner could identify appropriate parking maximums and other strategies to manage trip generation, such as paid parking, shared parking and shuttle service. He also indicated that specific road design standards should be formulated and adopted by the County and VDOT. All stakeholders should be involved in identifying a desired street grid and that incentives will be necessary to implement any future street grid.

- VI. Next meeting: Monday, November 21, 2005, 7 PM, Fairfax County Chamber of Commerce, 8230 Old Courthouse Road. The major topic will be the completion of the Plan's major objectives.
- VII. Adjourn (Meeting adjourned 10:00 PM)